
PART F
SPECIALIZED TERMINALS

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WAC 296-56-60101 General. The provisions of this part apply to specialized terminals.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60101, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60101, filed 12/11/84.]

WAC 296-56-60103 Terminals handling intermodal containers or roll-on roll-off operations.

- (1) Every intermodal container shall be legibly and permanently marked with:
 - (a) The weight of the container when empty, in pounds;
 - (b) The maximum cargo weight the container is designed to carry, in pounds; and
 - (c) The sum of the maximum weight of the container with cargo, in pounds (gross container capacity).
- (2) No container shall be hoisted by any crane or derrick unless the following conditions have been met:
 - (a) The employer shall ascertain from the carrier whether a container to be hoisted is loaded or empty. Empty containers shall be identified before loading or discharge in such a manner as will inform every supervisor and foreman on the site and in charge of loading or discharging, and every crane or other hoisting equipment operator and signalman, if any, that the container is empty. Methods of identification may include cargo plans, manifests or markings on the container.
 - (b) In the case of a loaded container:
 - (i) The actual gross weight shall be plainly marked so as to be visible to the crane operator, other hoisting equipment operator, signalman, and to every supervisor and foreman on the site and in charge of the operation; or
 - (ii) The cargo stowage plan or equivalent permanently recorded display serving the same purpose, containing the actual gross weight and the serial number or other positive identification of that specific container, shall be provided to the crane or other hoisting equipment operator and signalman, if any, and to every supervisor and foreman on the site and in charge of the operation.
 - (c) Every outbound loaded container which is received at a marine terminal ready to load aboard a vessel without further consolidation or loading shall be weighed to obtain the actual gross weight before being hoisted.
 - (d)
 - (i) When container weighing scales are located at a marine terminal, any outbound container with a load consolidated at that terminal shall be weighed to obtain an actual weight before being hoisted.
 - (ii) If the terminal has no scales, the actual gross weight may be calculated on the basis of the container's contents and the container's empty weight. The weights used in the calculation shall be posted conspicuously on the container, with the name of the person making the calculation and the date.

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- (iii) Container weights shall be subject to random sample weight checks at the nearest weighing facility. In cases where such weight checks or experience otherwise indicate consistently inaccurate weights, the weight of containers so calculated at the source from which the inaccurate weights originated shall no longer be recognized as true gross weights. Such containers shall not be hoisted unless actual gross weights have been obtained by weighing.
 - (e) The following containers are exempted from the requirements of (c) and (d) of this subsection:
 - (i) Open type vehicle containers.
 - (ii) The container is marked on the outside in such a manner that an employee can readily discern that the container is carrying vehicles.
 - (iii) Containers built specifically for the carriage of compressed gases.
 - (iv) The container carries only completely assembled vehicles and no other cargo.
 - (v) The vehicles are loaded into the container at the marine terminal.
 - (f) The weight of loaded inbound containers from foreign ports shall be determined by weighing or by the method of calculation described in (d)(ii) of this subsection or by shipping documents.
 - (g) Any scale used within Washington state to weigh containers for the purpose of the requirements of this section shall meet the accuracy standards of the state or local public authority in which the scale is located.
 - (3) No container shall be hoisted if its actual gross weight exceeds the weight marked as required in subsection (1)(c) of this section, or if it exceeds the capacity of the crane or other hoisting device intended to be used.
 - (4)
 - (a) Marked or designated areas shall be set aside within a container or roll-on roll-off terminal for passage of employees to and from active cargo transfer points, except where transportation to and from those points is provided by the employer.
 - (b) The employer shall direct employees to stay clear of the area beneath a suspended container. Employees shall stay clear of the area beneath a suspended container.
 - (5) Each employee working in the immediate area of container handling equipment or in the terminal's traffic lanes shall wear a high visibility vest (or equivalent protection).
- Note to Subsection (5): High visibility vests or equivalent protection means high visibility/retro-reflective materials which are intended to provide conspicuity of the user by day through the use of high visibility (fluorescent) material and in the dark by vehicle headlights through the use of retro-reflective material. The minimum area of material for a vest or equivalent protection is .5m(2) (760 in. (2)) for fluorescent (background) material and .13m(2) (197 in. (2)) for retro-reflective material. Vests or equivalent protection, such as high visibility/retro-reflective coveralls, that are available for industrial use, may also be acceptable.*
- (6) Containers shall be handled using lifting fittings or other arrangements suitable and intended for the purposes as set forth in (a) and (c) of this subsection, unless when damage to an intermodal container makes special means of handling necessary.
 - (a) Loaded intermodal containers of twenty feet (6.1 m) or more in length shall be hoisted as follows:

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- (i) When hoisting by the top fittings, the lifting forces shall be applied vertically from at least four top fittings or by means which will safely lift the container without damage. The lifting fittings provided shall be used.
 - (A) The container being lifted is an ISO closed box container;
 - (B) The condition of the box is sound;
 - (C) The speed of hoisting and lowering is moderated when heavily laden containers are encountered;
 - (D) The lift angle is at eighty to ninety degrees;
 - (E) The distance between the lifting beam and the load is at least eight feet and 2.4 inches (2.5m); and
 - (F) The length of the spreader beam is at least 16.3 feet (5m) for a twenty-foot container, and at least 36.4 feet (11.1 m) for a forty-foot container.
 - (ii) If hoisted from bottom fittings, the hoisting connections shall bear on the fittings only, making no other contact with the container. The angles of the four bridle legs shall not be less than thirty degrees to the horizontal in the case of forty foot (12.2 m) containers, thirty-seven degrees in the case of thirty foot (9.1 m) containers, or forty-five degrees in the case of twenty foot (6.1 m) containers.
 - (iii) Lifting containers by fork lift trucks or by grappling arms from above or from one side may be done only if the container is designed for this type of handling.
 - (b) Other means of hoisting may be used only if the containers and hoisting means are designed for such use.
 - (c)
 - (i) When using intermodal container spreaders that employ lanyards for activation of load-disengagement, all possible precautions shall be taken to prevent accidental release of the load.
 - (ii) Intermodal container spreader twistlock systems shall be designed and used so that a suspended load cannot accidentally be released.
 - (d) Flat bed trucks or container chassis used to move intermodal containers shall be equipped with pins, flanges, or other means to prevent the container from shifting.
 - (e) Flat bed, low boy trailers, (mafis) and other similar equipment used to transport containers shall be marked with their cargo capacities and shall not be overloaded.
 - (f) Each tractor shall have all brake air lines connected when pulling trailers equipped with air brakes and shall have the brakes tested before commencing operations.
- (7)
 - (a) Intermodal containers shall be inspected for defects in structural members or fittings before handling.
 - (b) Any intermodal container found to be unsafe shall be identified as such, promptly removed from service and repaired before being returned to service.

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(8) Containers shall not be hoisted unless all engaged chassis twist locks are released.

[Statutory Authority: RCW 49.17.010, .040, .050. 00-21-103 (Order 00-16), § 296-56-60103, filed 10/18/00, effective 02/01/01. Statutory Authority: Chapter 49.17.040. 99-02-024 (Order 98-16), § 296-56-60103, filed 12/30/98, effective 03/30/99. [Statutory Authority: Chapter 49.17 RCW and RCW 49.17.040, [49.17].050 and [49.17].060. 92-22-067 (Order 92-06), § 296-56-60103, filed 10/30/92, effective 12/8/92. Statutory Authority: Chapter 49.17 RCW. 89-11-035 (Order 89-03), § 296-56-60103, filed 5/15/89, effective 6/30/89. Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60103, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60103, filed 12/11/84.]

WAC 296-56-60105 Grain elevator terminals. Reserved.

[Statutory Authority: RCW 49.17.040 and 49.17.050. 85-01-022 (Order 84-24), § 296-56-60105, filed 12/11/84.]

WAC 296-56-60107 Terminal facilities handling menhaden and similar species of fish.

- (1)
 - (a) Tanks in terminal areas used for receiving or storing bailwater for recirculating into vessel holds in discharging operations shall be opened or ventilated to minimize contamination of water circulated to the vessel. Bailwater tanks shall be thoroughly drained upon completion of each day's operations and shall be left open to the air. Drainage is unnecessary when bailwater has been treated to remove hydrogen sulfide-producing contaminants and the efficiency of such treatment has been established.
 - (b) Before employees enter a dock tank, it shall first be drained, rinsed and tested for hydrogen sulfide and oxygen deficiency. Employees shall not enter the tank when the hydrogen sulfide level exceeds twenty ppm or oxygen content is less than nineteen and one-half percent, except in emergencies.
 - (c) Tests shall be conducted by designated personnel with suitable test equipment and respiratory protective equipment complying with the provisions of this chapter and chapter 296-62 WAC.
- (2) Pipelines and hoses on the dock or terminal used for receiving and circulating used bailwater shall be completely drained upon completion of each day's operation and left open to the air.
- (3) At least four units of respiratory protective equipment consisting of supplied-air respirators or self-contained breathing apparatus complying with the requirements of chapter 296-62 WAC shall be available in a suitably labeled cabinet for immediate use in case of an emergency caused by oxygen deficiency or hydrogen sulfide. Any employee entering a tank in an emergency shall, in addition to respiratory protective equipment, wear a lifeline and safety harness to facilitate rescue. At least two other employees, similarly equipped, shall be continuously stationed outside the tank to observe and to provide rescue services.
- (4) The plant superintendent and foremen shall be trained and knowledgeable about the hazards of hydrogen sulfide and oxygen deficiency. They shall be trained in the use of appropriate respiratory and other protective equipment, and in rescue procedures. Other supervisory plant personnel shall be informed of these hazards and instructed in the necessary safety measures, including use of respiratory and rescue equipment.

(5) Supervisory personnel shall be on hand at dockside to supervise discharging of bailwater from vessels.

[Statutory Authority: RCW 49.17.010, .040, .050. 00-21-103 (Order 00-16), § 296-56-60107, filed 10/18/00, effective 02/01/01. Statutory Authority: Chapter 49.17 RCW and RCW 49.17.040, [49.17].050 and [49.17].060. 92-22-067 (Order 92-06), § 296-56-60107, filed 10/30/92, effective 12/8/92. Statutory Authority: RCW 49.17.040 and 49.17.050. 86-03-064 (Order 86-02), § 296-56-60107, filed 1/17/86; 85-01-022 (Order 84-24), § 296-56-60107, filed 12/11/84.]